

August 26, 2010

ADDENDUM #2 TO
MONTANA DEPARTMENT OF TRANSPORTATION
INVITATION FOR BID
#HWY-309727-RP

The purpose of this addendum is for the 2nd Approved Equals Request for Exceptions for the 35-Passenger Over the Road Mid-Size Coach Vehicles.

All other terms, conditions, specifications and incidentals shall remain the same as originally stated in Invitation for Bid #HWY-309727-RP and Bid Addendum #309727-1.

ADDENDUM ACKNOWLEDGEMENT:

_____ (Vendor Signature)

_____ (Date)

hereby acknowledge that I have received a copy of Addendum #2.

A copy of this signed addendum **MUST** be included with your bid response. Failure to include a copy of this addendum with your response will result in disqualification of your response.

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information call Richele Parkhurst at (406) 657-0274 Voice or 1-800-335-7592 TTY or TTY (406) 444-7696.

MDT TRANSIT VEHICLES

REQUEST FOR EXCEPTIONS/APPROVED EQUALS FORM

IFB NUMBER: HWY#309727-RP

TITLE OF DOCUMENT REFERENCE: Approved Equals/Equipment Request

TYPE OF VEHICLE/EQUIPMENT: 35 Passenger Midsized Coach

PAGES & REFERENCE: 4

BIDDERS REQUEST AND MDT RESPONSE:

Please approve these changes to the 35 passenger midsized coach bid. We appreciate your agency's attention and please contact me if further information is needed.

#	Spec #	Specification Ref.	Request for exception or approved equal	MDT Response	MDT Comment
1	5.1.3	Wheelbase	Request to accept a wheelbase of 242" as shown in floor plan.	Yes	
2	5.1.4	Frame	Request to accept a Freightliner XBR frame with a stacked rail and a 127 ½" rear overhang as shown in attached floor plan. Overhang is still in the 1/3-2/3 ratio.	Yes	
3	5.1.6	Ceiling Height	Exception that the last 2 rows of bus have a 73" interior ceiling due to a 7" step-up.	Yes	
4	5.2.1	Engine	Request to accept a 275 HP Cummins Diesel Engine. Request to accept the bus without a retarder control and control switch as there is not enough physical room in the driveshaft area.	Yes	

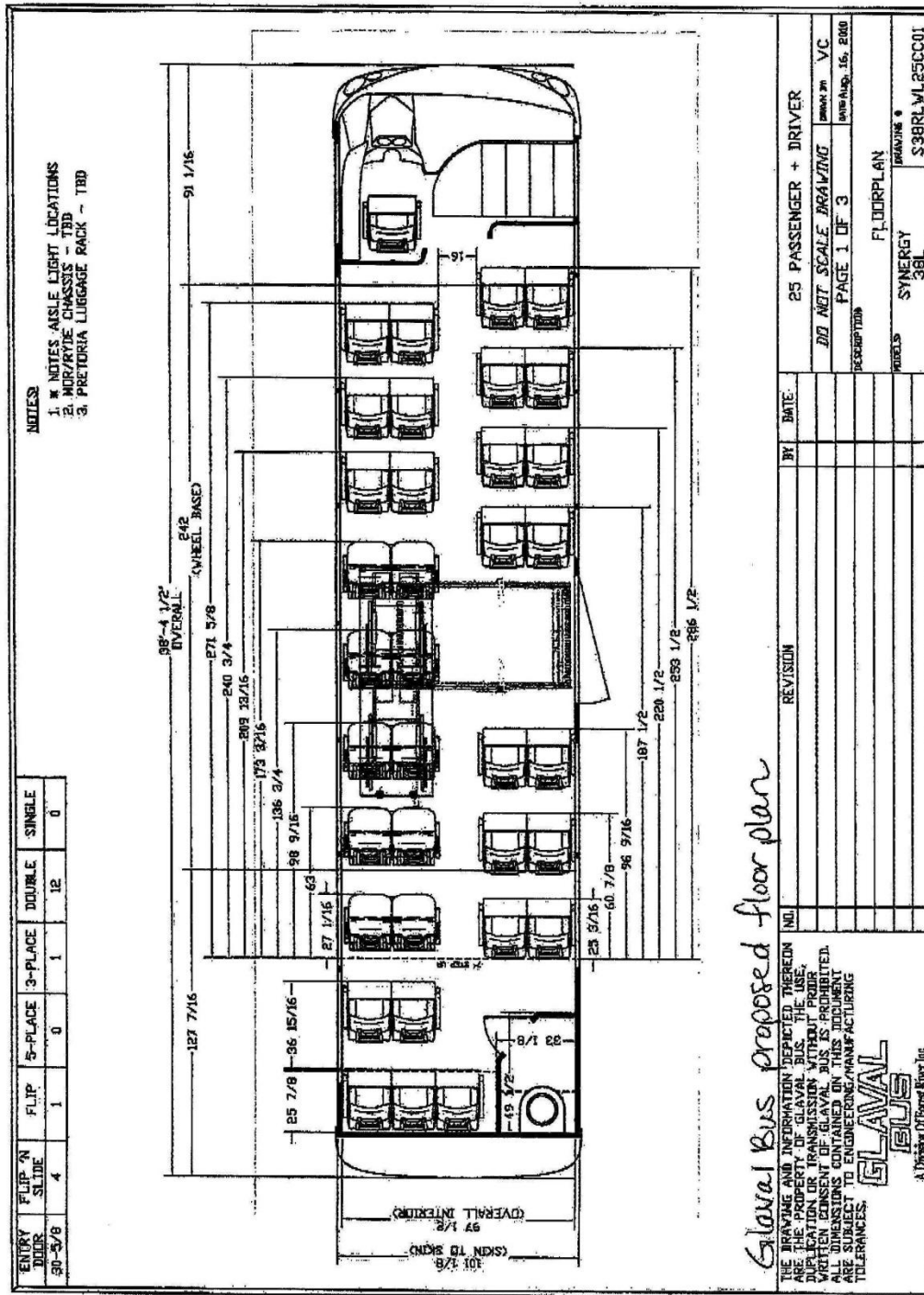
#	Spec #	Specification Ref.	Request for exception or approved equal	MDT Response	MDT Comment
5	5.2.5	Driveshaft	Request an exception to this option as there is no driveshaft has knuckle joints because of rear drive and rear engine.	Yes	
6	5.3.1	Fuel Door	Request to have a non-locking fuel door	Yes	
7	5.6.4	Passenger Entry Door	Request to accept an air actuated body style passenger entry door in place of a bi-fold style door with overlapping rubber seal.	Yes	
8	5.6.13	Destination Sign	Request exception to have front destination sign to be high mounted in front windshield right centered higher than driver's head.	No	A recessed body mounted sign is preferred. See photo.
9	5.7.10	Sink Basin	Request exception to exclude sink basin in the lavatory	Yes	
10	5.7.11	Overhead Luggage	Request approved equal for Pretoria brand open style overhead luggage racks. Please see attached picture.	Yes	
11	5.7.12	Under Floor Luggage	Request approved equal for under floor pass thru luggage compartment with locking Pantograph doors.	Yes	
12	5.9.6	Wheelchair Passageway	Request exception for a 30" x 53" minimum usable wheelchair passageway.	Yes	
13	5.9.12	L-Track	Request for exception to locate 4 pieces of L-track behind the third row of seats. Please see attached photo.	Yes	

OVERHEAD LUGGAGE:

Request approved equal for Pretoria brand open style overhead luggage racks. Please see attached picture.



FLOOR PLAN:



MDT FINAL COMMENT:

This is the first midsize coach style bus the MDT has built in recent years and we expect some equipment variations. The vendor has successfully fielded questions and provided sufficient supporting documents which suggest that all but one requested items meet or exceed the intended functions and body design of that specified. Furthermore, the approved equals list does not compromise the interest of the grantee nor the federal grant providers. The destination sign location request has not been approved because it compromises aesthetic and visual characteristics of this model vehicle. The body manufacturer has designed the top front end with an intended location for a destination sign. Please see the following picture. MDT finds it appropriate to only approve changes to the location of the destination sign if there is a conflict with the design of the body. MDT does not find a conflict between the existing specifications and the design of the proposed body. Comments of importance are noted in the “MDT Comment” column of the equipment chart.

DESTINATION SIGN:

The following is an example of the preferred location of the destination sign. Because this application is available, MDT does not approve the requested change to the specifications.

